EREPITS TO BE GAINED.

Payorable Laws, Cheaper Labor,

MANT OTHER ADVANTAGES

Heat the Mille.

elements in the change. It is by

afacturers have for the last half

in the South. From a few mills it

aterial. It could turn out gray cotton n coarse numbers, coarse ginghams

fact, by so much approximately as was

CONDITIONS REVERSED.

tock to \$3,000,000 Rights for this stock

were eagerly taken up. The avowed object was the establishment of a plant in the South to take the company's coarse work.

Meanwhile, the machinery in the lowell plant was changed for finer work and

MANY ELEMENTS IN THE PROBLEM.

than northern mills-cheaper, in

time mentioned the South contained but one fifteenth of the spindles of the United States.

I talked with millimen to-day, who said that Fall River had been driven out of the market for the coarser goods—sheetings and cotton bagging—by the expansion of the industry in the South. Figures were presented which proved that the growing importance of the country below the Mason and Dixon line was not looked at with any other but a degree of uneasiness by New England manufacturers.

The men who control the investments of \$25,000,000 in this city say there must be but one outcome, if the South progresses re manufacturing population of o in the Massachusetta Legislaree of the largest manufacturing

\$5,000,000 in this city say there must be but one outcome, if the Bouth progresses for the next twenty years as she has during the last four-wages must come to the southern basis.

Cyrus C. Rounseville, secretary of the Manufacturers' Association, said that North Carolina paid its employees 188 per year; that South Carolina paid 2207 per year, and that Georgia's average went up to \$225 annually. Massachusetts pays \$344. The fact that in four years the South has put in more spindles than are used by New Bedford mills was commented upon by mill-men who were asked for their views. An increase from 67,754 spindles in 1880 to 3,023,856 at the beginning of the year 1895, indicated a growth as wonderful as it was steady. It is figured in this city that the southern manufacin this city that the southern manufa hange, but it means progress. Cheap ted by legislative control, and proxi-

FALL RIVER, MASS.—Fall River millingly recognize the fact that the South has ready become a factor of no mean impriance in the manufacture of cotton oth, are not disposed to look lightly at a prospects of keener competition in a future. In half a dozen years enough indies have been placed in southern lills to represent one sixth of the entire imber in the country. Previous to the me mentioned the South contained but the fifteenth of the spindles of the

The American Printing Company, of this city, has brought goods from the South; the Arnold Print-Works, of North Adams, have also been large purchasers of the southern product. The South takes to the Craise fabrics—such as 33 1-2-inch

Just now the South is making wide goods for printers' use, but as the in-dustry is developed, the gentlemen who talked with me to-day thought that ere long the South will be fighting for an opening in the New York market, and placing producers hereabouts at a disrepresented in railroad freight, higher wages, and shorter hours.

It began to get control of southern, and, as Lowell, where the movement is just now most in evidence, of the export market. With even the fraction of a cent per card the northern mills could not stand

Senator Howard tells me that in his opinion the southern mills cannot make better than 30's or 40's yarn, this being the kind used in coarse goods, but Mr. Rounseville sees nothing to prevent the South from making the same grades as are made in this city, with the possible exception of those spun at the King Phillip, where the numbers go as fine as 120. hester, N. H.; New Bedford, Fall

They have reversed the conditions. For-merly, as in the South to-day, the product represented about 40 per cent. labor, 60 per cent. cotton. The percentage of labor in the product of the Massachusetts, Boott, and Merrimac mills is now upward of 70 per cent. Nevertheless, there is money in the coarser goods, and idle horthern capital is only too eager to con-

coal-mines and cotton-fields.
Summed up, the feeling among Fall
River mill-men is this: That the South,
with its long hours and low rate of wages, chusetts was the first to ask the Legisla-ture for an increase of capital. This com-pany was incorporated in 1839, and had in 1893 a paid-up capital of \$1,800,000, and a property worth much more, located at the junction of the Concord and Merri-South, provided the degree of expansion and prosperity which has marked the southern industry thus far is continued. As yet there has been no move on the part of Fall River manufacturers to go the company went to the Legislature in the spring of 1833, and asked for and ob-

MANCHESTER, N. H .- The probability of some grades of the cotton manufac-

MANCHESTER, N. H.—The probability of some grades of the cotton manufacturing industry going South does not appear to be as strong, as far as Manchester is concerned, as it does in Massachusetts. At least two of the prominent advantages claimed for the South are either absent or greatly modified in New Hampshire—namely, the longer hours of labor and lack of labor organizations.

There is no nine-hour law in this State as in Massachusetts, neither are there organizations of the weavers, spinners, or any class of mill operatives in any of the Manchester mills. Besides, the local corporations are run largely by water-power, thus saving the great outlay for coal which the corporations of Lowell, Lawrence, Fall River, and New Bedford are subjected to. As a matter of fact, however, the class of goods manufactured in this city has been rapidly changing, the coarser grades being superseded by the finer- or medium-grade goods.

The agents of the local mills do not fancy material.

The Boott mills, incorporated in 1835, with a present capital of \$1,200,000, is next door to the Massachusetts. Its officers have appeared profoundly impressed by the example of its neighbor from the start. The Boott also within a start. The Boots, also, until within a few years, enjoyed a steady and profita-ble trade on staples and medium num-bers, but, like their neighbor, felt the force of southern competition. At its bers, but, like their neighbor, felt the force of southern connection. At its executive head in charge of the mills it had an exceptionally able man, one familiar with the works from boyhood, and also endowed with a keen appreciation of the commercial possibilities of its products, as well as a theroughly technical skill in its manufacture. It was largely by A. G. Cumnock's advice that his company—the Boott—petitioned the present Massachusetts Legislature for permission to follow the example of the Massachusetts corporation.

goods.

The agents of the local mills do not anticipate that any of the present manufactories will be likely to be removed to the South, at least during this decade. Aretas Blood, owner of the Manchester Locomotive-Works, however, has but recently completed the creetion of a large Locomotive-Works, however, has but recently completed the erection of a large
cotton-mill in Columbia, S. C. This mill
has just begun on the manufacture of
coarse grades of cotton, and Mr. Blood
states that it is even now running overtime to complete its orders.

The class of goods manufactured therein
is made profitable only because of the
lower price of labor in Columbia and the
additional hours of labor.

COTTON MANUFACTURING IN THE
SOUTH. with a request to be allowed to increase the capital from \$2.500,000 to \$3.500,000. The latter capped the climax of the almost dramatic effect of the movement. The Merrimae is the oldest great cotton manufacturing corporation in America. Incorporated in 1828, it was the first to

demonstrate the commercial practicability of the power loom. It shaped the policy and laid the plan, thought out and worked out a system of manufacturing operations in cotton that is to a greater or less SOUTH.

LEWISTON, ME.—The prospect that the South will in a few years compete strongly with the North in the sale of manufactured cotton goods in the big markets of the country is ever a ripe

MANY ELEMENTS IN THE PROBLEM. In this problem there are many elements. Primarily, for the establishment of any new industry whatever, superintendent, overseers, second hands, trustworthy and skilful, and who are willing to go South, are necessary. There is no superabundance of them. Skilled operators are another factor. Twenty years ago in the Merrimac one girl could run seven or eight looms on plain work. On some grades now made there she can only run one or two. The element of atmosphere, its moisture or dryness, is important. The best conditions admittedly prevail in England. In the whole region markets of the country is ever a ripe topic of discussion among the local millagents in this city, but they almost invariably talk for publication only on condition that their names shall not be used. The agent of one of the largest mills in Lewiston said to me: "We have no urgent reasons for seriously contemplating a heavy competition from the South, as the goods being manufactured there are of a coarse variety, while we make a finer grade; but the business being so identical with ours we have taken considerable interest in the development being so identical with ours we have take considerable interest in the development of the cotton manufacturing industry in the South, and have no doubt whatever that the northern manufacturers will in a few years find their strongest competi-

a few years find their strongest competitor there.

"Circumstances are very favorable for
the rapid growth of the industry there.
The manufacturer there has the benefits
of long hours of labor, cheaper coal, a
climate which necessitates less heating
than here, favorable laws, and cheap
labor. Build up a town in the South and
the people will do all they can to help
you instead of retarding your progress, and
the Legislature will not meet every other
week and pass laws which are adverse
to your interests. The towns exempt the it is almost wholly undetermined in the South.

On the other hand, in Lowell, Fall River, New Hedford, Manchester, etc., labor is expensive; legislation, according to the corporations, restrictive, often oppressive. To the inland places the railroads' tax on coal is burdensome. The milis of Fall River and New Bedford, for instance, are at tidewater. Coal costs about it per ton less to them than to Lowell. The latter has to some extent equalized it, as have the milis of Lawrence, Manchester, and Nashua, on the Merrimac, and Lewiston, on the Androscoggin, etc., by water-power.

And finally comes the lost freight cost in waste, the dirt, and useless portions of the raw material. These latter considerations are strongly affirmative in induencing the establishment of milis in the South for the coarser lines of goods, and for many of the preparatory processes for fine grades, probably.

LABOR SIDE.

Eillot Clark, treasurer of the Boott to your interests. The towns exempt the mills from taxes beyond a nominal sum for a term of years, and I am of the opinion that it is only a matter of time when they will be making a finer grade of

goods.

"It has been noticed that some of the southern manufacturers have appropriated some of the Bates mill patents. They use such designs on a cheaper grade of goods than we do, but the effect is so good that at a distance of a few feet they look like the Bates goods. Our goods are sold in New York, and our people there do not like to have us talk for publication on this important matter."

LABOR SIDE.

Elliot Clark, treasurer of the Boott Company, said to me to-day: "The fact is, we can no longer make plain sheetings and drills at a profit in the North. Agathst 8 per ton for coal in the Bouth, we must pay \$4 to \$4.50. The climate down there is milder, and it does not require so much coal to heat the milla. The manufacturers there can buy their cotton off the market-wagon. We must pay freight and brokerage, giving them an advantage of 1 cent per pound on the raw cotton, which by itself is a fair profit for a mill making coarse yarn goods. The labor, too, costs 60 per cent. of what it does here, and down there the installon is not quite one half what it is in Lowell. ter."

George W. Bean, agent for the Androscoggin Mills, said: "The cotton manufacturing in the South is a flurry, and those who go into it there will find great difficulty in getting labor. The native working population is small."

An Object Lesson.

Mr. M. F. Amorous, of the Atlanta.
Lumber Company, has in view an exhibit at the Cotton States and International Exposition which will be an object-lesson of unique and startling character. It is proposed to combine all forms of woodworking machinery from the log to the finished product. Logs will be brought from the forest and given to saw-mills of various types, thence to driers, planers, finishers, and wood-working machinery. It is proposed to make cradies, coffins, and everything in wood that comes between. This novel idea is a practical one, and the exhibit is expected to be one of the features of the Exposition. An Object Less M. F. Amorous, o

NEW FUSION BILLS.

Against Trusts.

TO PREVENT FREE RAILWAY PASSES

Cotton-Mills - Assign

RALEIGH, N. C., January 16 .- (Spe cial.)-In the Senate to-day the principal new bills introduced were to prevent the issue of free passes by railways; to in-corporate the Southern Manufacturers' Fire-Insurance Company; to amend the Constitution in regard to enforcing the anti-trust law. This bill proposes to add to article 14 of the Constit

rated company, co-partnership, or asso ciation of persons in this State shall either directly or indirectly combine or make any contract with any other incorporated company, foreign or domestic, through their stockholders or trustees, or assigns of such stockholders, or with any co-partnership or association of persons in any matter whatever, for the purpose of fixing the prices or for limiting the production or regulating the transportation of any product or commodity. This shall not prevent farmer from shipping the products of their

HOUSE MEASURES. HOUSE MEASURES.

In the House the chief bills were to prevent discrimination by railways in giving free passes; to abolish the office of County Superintendent of Public Instruction; to prevent lynchins; to relieve building and loan associations from paying taxes.

John W. Brown, editor of a Populist paper, was elected enrolling clerk.

There was a heated debate over a bill to require the county commissioners to

nounced the system of county government, and gave notice that it would be entirely repealed.

ENCOURAGING. Commissioner of Labor Statistics Lacy shows a rapid progress in manufactories, cotton-mills, etc. In 1870 there were only 30 cotton mills, operating 38,937 spindles; in 1894 there were 177 mills operating 477,894 spindles. This increase is very encouraging indeed.

The Mills Manufacturing Company is to the contraction of the contracti

The Mills Manufacturing Company is to increase its capital stock, and start a large planing-mill here. The capacity of this mill will be from 19,000 to 15,000 feet of prepared lumber daily. It will begin work in about sixty days.

In Jonesboro', on Monday, McIver & Dalrymple, merchants, made an assignment. They had been in business twenty-two years. The assets and liabilities are not given.

not given.

Frank & Gough, of Lumberton; A. F.

Frank & Gough, of Lumberton; A. F.

Vaughns, all made assignments this week.

Yesterday, at the home of the bride's parents, Miss Dixie Murray was married to Mr. Weldon Smith, a rising young law-yer, formerly from Scotland Neck, but now of this place.

THE RALEIGH'S TOKEN. The citizens of Raleigh are called upon The citizens of Raicign are called upon to "seek and find" the silver service that it was proposed should be given the crui-ser "Raicigh." "The Raicigh" is ready to put to sea, and surely it should have some fitting token from Raicigh in appre-ciation of its being named for this city. FUSION KEYNOTE.

The event of the week in the way of speechmaking was at the joint caucus of the Republican and Populists yester-day, when Butler and Pritchard, who are and both are for a protective tariff.
Pritchard, the Republican, declared that
they stood on common ground in the
matter of protecting southern raw materials, nor did Butler make denial of ublican, said to me to-day that he was as sure of getting the public printing as he could be, unless he had it already in

his hands.
FATAL ACCIDENT. Lily Richardson (colored), aged 70, was killed here this morning by an electric-car as she was crossing the track. She was deaf. This is the first fatal acci-

WEDDING IN BRINKLEYVILLE.

Prospects for a Prosperous Session of the Male Academy-Personal Notes. SCOTLAND NECK, N. C., January 16.-(Special.)-At Brinkleyville, in this county, yesterday, Miss Lillie Hardy was

narried to Mr. J. H. Harper, Rev. A. G. Wilcox officiating.

The spring session of the Male Acade The spring session of the Male Academy has opened well. New students are coming every day, and the session promises to be a most prosperous one.

Mr. Weldon Smith and bride arrived from Raleigh last night. The bride, Miss Murray, is one of Raleigh's popular young ladies, and the groom is the son of Postmaster R. H. Smith, of this place. They will spend a few days here, and then return to their home in Raleigh.

Miss Sue Hyman accompanied her

then return to their home in Raleign,
Miss Sue Hyman accompanied her
brother back to Texas this week.
Mr. R. B. Puters, of Tarboro', was here
yesterday.
Mr. and Mrs. J. E. Hancock are this
week visiting friends in Goldsboro'.
Mr. R. R. Cowles, of Tillery, was here

COLORED WOMAN BURNED TO DEATH ent in Winston for Chesper Tele

phone Rates-Judge Shepherd. WINSTON, N. C., January 16.—(Spe cial.)-Eda Allen (colored), aged 80 years, was burned to death yesterday at White Plains, Wilkes county. She was in her house alone when it caught fire, and was

house alone when it caught fire, and was too infirm to get out.

At a meeting of the Winston-Salem Merchants' and Traders' Union last night an order was passed that the union's Committee on Telephones hold a conference with the Telephone Committee of the Chamber of Commerce, looking to a request for lower rates by the Bell Telephone Company, before carrying out a plan to put in another exchange. There was strong talk of abandoning the use of the Bell telephone in case the request is declined.

It is learned here to-day that ex-Judge

is declined.

It is learned here to-day that ex-Judge Shepherd, of the Supreme Court, will probably locate in Winston, and become associated with a leading law-firm here.

WILSON'S PUBLIC SCHOOLS.

race Cost Per Month of Each Pupil \$1.08-Wilson Light-Infantry.

WILSON, N. C., January 16,-(Special.)-Mr. George W. Connor, the Superintend ent of the Wilson Public Schools, submitted a report to the trustees yesterday that is worthy of comment. The report shows that the city schools, both white and black, have been run at an average cost of \$1.08 a month for each pupil. That is the record made for the first four months, and it is thought the same can be made for the next five.

At the last meeting of the Wilson Light-Infantry, Mr. T. M. Washington was elected captain, to fill the place made vacant by the resignation of Mr. E. M. Nadal, who was recently promoted to the post of major of the battalion. Captain Washington is very popular with the boys, and will make a good officer. of the Wilson Public Schools, sub

WYATT PERRY FOUND GUILTY.

Jack Wimberly on Trial for the Murde of His Daughter-Mills Testifies. RALEIGH, N. C., January 16.-(Spe

cial.)—In the Superior Court here to-day
the jury returned a verdict of guilty of
murder in the second degree against
Wyatt Perry, the slayer of Tom Baily.
The verdict is popular. Perry was greatly relieved when it was announced. He
will be given thirty years' imprisonment.
The trial of Jack Wimberly for the
murder of his young daughter, Iana, began to-day. George Mills, the dead girl's
uncle, who was convicted of her murder
and is under death sentence, was on the
witness stand for a long time. He said he
murdered his niece; that when the condi-

MUDANUM AND BLOWS.

IAUDANUM AND BLOWS.

Mills said he gave Iana laudanum, and when she became sleepy he crushed her skull with blows. He thought she was dead, and went to Wimberly's house and told him so. Wimberly searched for blood marks on Mills, and made another daughter wash them off.

Wimberly and his family made plans to divert suspicion from Mills, and thea sent after neighbors, telling them Iana was lost. When she was brought back almost dead her father said: "She is not dead. Why did you not kill her, as I told you!"

Mills told a very straight story. He said he and Wimberly had both sworn to iles, and that when he was removed from jail to save him from lynchers he had told another lie, in saying a negro

AMERICAN TOBACCO COMPANY. Temporary Injunction Against th

dal.)-The attorneys for the Winste cigarette-manufacturers met the attor cigarette-manufacturers met the attorneys for the American Tobacco Company at Charleston, S. C., yesterday, and succeeded in staying the temporary injunction against the Winston firms, as proposed and hoped for by the cigarette trust. No argument was made before Judge Simonton, it being agreed by the attorneys to take depositions in the case early in the spring or summer, probably April or May. The case will now be tried strictly on its merits, and will probably

Hermitage Cotton-Mill Sold.

REIDSVILLE, N. C., January 16.—(Special.)—The Hermitage Cotton Mills was sold at public outery to-day under an order of the court, by F. H. Fries, receiver. The sale attracted considerable interest, and the property was bought in by Messrs. Howell, Orr & Co., of Charlotte; Heath, Springs & Co., Lancaster, S. C., and the Bank of Reidsville representing a syndicate of creditors. The plant is very valuable, in excellent shape, and cost over \$100,000.

Miss Lula F. Rowe Asphyxiated. NEW BERNE, N. C., January 16.—(Special.)—Miss Lula F. Rowe, a young lady of 19 years, was found dead in bed this morning, asphytiated by gas. She was the daughter of Mr. W. H. Rowe, of Nor-folk, Va., and was spending the winter at her uncle's, Mr. E. F. Rowe, in this

FIRE IN BERKLEY.

the Naval Hospital.

NORFOLK, VA., January 16 .- (Special The dwelling of Mrs. E. C. Lindsey and Mrs. Ann Keeter, on Maple avenue and Second street, in Berkley, were destroyed by fire at an early hour this morning It was clearly established that the fire is of incendiary origin, and in the same neighborhood efforts were made with kerosene oil to burn the residence of Mr. kerosene oil to burn the residence of Mr. Fletcher Karn and three other house-keepers. The front door of Mr. Karn's house was burned. The loss by fire will amount to 44,000, and is insured. Some of the household effects of Mrs. Lindsey and Mrs. Keeter were destroyed. The citizens of Berkley are considerably agitated about the work of the fire-bugs, and contemplate taking steps to unearth and contemplate taking steps to uneart

SICK SEAMEN. Twenty-odd sick seamen from the United States steamer Columbia have been sent to the Naval Hospital here. The Columbia cannot go into the big dry-dock until the Texas comes out, and the battle-ship is just now having some heavy steel armor-plates unloaded and put on board from the flat-cars from the Bethlehem-Works, and the progress is very slow.

Mr. J. Howard Tunstall, of the firm Mr. J. Howard Tunstall, of the firm of White & Dodson, and Miss C. Bernye DeLancey, of Richmond, were united in marriage at the priest's house of St. Mary's church yesterday afternoon, and left for Washington. Rev. Father Doherty performed the ceremony.

United States Marshal J. M. Hudgin, of Caroline, who has been very M. arrived here to-day to attend court. Dr. W. H. Gingrich and Mrs. Gingrich have gone to Nassau, N. P., until April.

About 200,000 shingles have been saved from the wreck of the schooner Hester Seward at Hatteras inlet. Captain Younger was in the city to-day and noted Judge Peter B. Prentiss, the new judge of the circuit, convened his court here

of the circuit, convened his court here to-day for the first time,

FIRST CITY MISSION DINNER.

Congressman Tucker's Reply in Hand-

Staunton Ball Player.

STAUNTON, VA., January 16.—(Special.)—The first dinner of the City Mission was served yesterday. A bountifut bowl of soup and an abundance of bread is furnished each day except Sunday at 1 cent to women and 5 cents to men. The dinner is being liberally patronized. Congressman H. St. George Tucker is in the city, and will be here for several days. He has put into the hands of the Staunton Evening Post printers his reply to Mr. Yost, the contestant for Mr. Tucker's seat in Congress. The reply will be out in a few days.

David Fultz, a son of Mayor Fultz, of this city, is a student at Brown University, Mr. Fultz will be remembered as the cracker-jack left-fielder and champion base-runner of the Staunton base-ball State League team last season and season before. The New York papers speak of Mr. Fultz as one of the prominent new players on the Brown University team.

DR. MINNIGERODE'S WILL.

DR. MINNIGERODE'S WILL.

The will of Dr. Charles Minnigerode, for so many years rector of St. Paul's Episcopal church at Richmond, was admitted to probate in the Hustings Court of Alexandria on Monday. Carter W. Branch and Robert S. Stiles, of Richmond, are named as executors. The will is dated June 6, 1891, and gives absolute-ity \$2,500 of a \$10,000 life-insurance policy to his daughter, Lucy M. Hoxton, and her children, the remainder of the estate to the deceased's wife for life, at her death the remainder to be divided among Dr. Minnigerode's children or their heirs. At the banquet of Colonel John S. Mosby's command at Alexandria to-night Hon. Holmes Conrad will respond to the toast, "To the memory of General J. E. B. Stuart," and Senator John W. Daniel will respond to the toast, "To the memory of General Robert E. Lee."

Rain has been falling here for the past twenty-four hours, and the snow is disappearing rapidly. DR. MINNIGERODE'S WILL.

appearing rapidly. WEDDED IN WINCHESTER.

Miss Mary Holmes Love Becomes th Bride of Mr. K. W. Hudgins.

Bride of Mr. K. W. Hudgins.

WINCHESTER, VA., January 16.—(Special.)—The marriage of Miss Mary Holmes Love, daughter of Dr. W. S. Love, of this city, and Kenneth Worsham Hudgins, of Hampton, Va., was a very brilliant social event. The Kent-Street Presbyterian church was thronged with friends and relatives of the contracting parties. The bridal party was as follows: Maid of honor, Miss Elsie Love; bridesmaids, Misses Bessle Love, Fannie Gray, Lily Boyd, Nannie Boyd, Carter Conrad, Carrie Hunter, Laura McGuire, Winchester; Mary D. Small, York, Pa.: Grace Ringwalt, Philadelphia: Eliza Tabb, Hampton, Va.; Jane and May Faulkner, Martinsburg, W. Va. The best man was Dr. Hope, of Hampton, Va. The groomsmen were: Messrs. Hold, Howard, Saunders, Selvyn, Bickford, L. Whiting, Thornton Jones, Hampton, Va.; Hon. H. D. Flood, Appomattox, Va.; Conrad Lyme, Washington; George Small and Robert Ault, York, Pa.; W. Roy Stephenson, Winchester.

The ushers were: Holmes Boyd, Jr., A. S. Worthington, C. H. Worthington, W. R. Snodgrass, H. K. Russell, Winchester; and Dr. Charles Noland, of Baltimore, Among the guests in attendance were Senator and Mrs. Faulkner, of West Virginia; Senator and Mrs. Gibbon, of Maryland.

Immediately after the ceremony a hand-

vania.

Immediately after the ceremony a handsome reception was held at the residence
of the bride's parents. Mr. and Mrs.
Hudgins left to-night via Baltimore and
Ohio railroad for a southern trip.

WOODSTOCK, VA., January 16.—(Special.)—The January term of the Circuit Court is in session with Hon, T. W. Harrison on the bench. A large docket is set for hearing. Three hundred and

IS STILL A MYSTERY.

WHEREABOUTS OF THE SHIP NORRIS NOTHING HEARD OF HER two Other Passengers on Box

Mr. Henewinckel and Physic Entered at the Custom-Hou NEWPORT NEWS, VA., January 16

(Special.)—The whereabouts of the ship Norris that sailed from here for Barce-lons, Spain, on the 13th of October, with Mr. Edward Hanewinckel, of your city, on board, is still a mystery, as nothing whatever has been heard from that vesse Your correspondent learned to-day that here were two others who took passage on this ship, besides those already men-

loned in my correspondence. They were of his wife. Captain Barstow's nepi was a young man who had just reached his 21st year, and who had lately come into the possession of \$100,000, left him to ascertain, but this information was given me by a gentleman in this city, who was so informed by Captain Bar-

ALL ON BOARD I am also able to state positively

I am also able to state positively that
the Norris had with her on this trip
twenty-two persons, which included the
captain and his crew of afteen, his wife,
daughter, and the two nephews, and Mr.
Hanewinckel and his physician.
The Norris was chartered for this trip
by Messrs. Perkins & Co., of New York,
She carried 1641 tons of carbon mineral e carried 1,641 tons of carbon mineral anal coal), valued at \$13,128. BAD OMENS.

Captain Barstow salled from here unde very unfavorable circumstances, as view-ed by himself. First, he considered the drowning of his carpenter a bad omen, and it could be clearly seen that the accident worried him not little. Again, the taking of young Hanewinckel and his physician was much against his wishes, REGULARLY ENTERED.

He claimed that his vessel had already more lives aboard than was customary, but he finally consented, and they were regularly entered at the custom-house as passengers. This latter statement, although not mentioned by me before, was widely known by many of Mr. Hanewingkely's friends at this place, as well winckel's friends at this place, as well as many well-known people in both ship-ping and railroad circles, and on several occasions I had heard it rumored that the gentlemen from Richmond and Philathe gentlemen from Richmond and Phila delphia would not be taken on this voy

THE ONLY CHANCE. In conversation with a gentleman to-day who has travelled upon the high seas for many years, I was told that the only possible chance of the Norris ever being heard from was in the event that some vessel bound from some foreign port en route to Australia or California might have taken them up; he also stated that he had sailed from London to Australia in stayt days in a

lously await the arrival of all foreign vessels in hopes of hearing some tiding from the Norris.

NEWS EXPECTED. Your correspondent is inclined to be lieve that news of some kind will reach here when the Chesapeake and Ohio ship Shenandoah arrives. She is expected Saturday, and comes direct from Liverpo this trip before, consequently little regarding the journey.

LUNENBURG COUNTY COURT.

Brown Convicted-Assessor Appointed. LUNENBURG, C. H., VA., January 16. Special.)-Lunenburg County Court, Judge George C. Orgain, presiding, begun here on Monday. The Judge had a special grand jury impanelled, who, after being quently found true bills in two cases against Charles Brown for forgery; also presented Robert Wallace for an assault with intent to kill, and three persons for

with intent to kill, and three persons for selling liquor without a license. The Judge immediately ordered a venire to try the two cases of forgery against Charles Brown, who was con-victed in both cases and sentenced to the penitentiary for four years. A capias was at once issued for the arrest of Wallace. Judge Orgain refused to grant ense to sell liquor at Lunenburg Court-

The Judge has appointed Mr. R. B. Seay Assessor of Lands in District No. 2, with Mr. C. S. Bagley as assistant. Both appointees are men of high charac-

2, with Mr. C. S. Bagiey as assistant.
Both appointees are men of high character and intelligence.
Miss Lillian Bayley, who was hurt by being thrown from a buggy, an account of which was published in the Dispatch,

ANNUAL MEETING R. Y. M. C. A.

Substantial Progress of the Association Norfolk and Western Policy.

CREWE, VA., January 16 .- (Special.)-The annual meeting of the Railroad Young Men's Christian Association was held last night, when the Ladies' Auxilheld last hight, when the Ladies Auxinary furnished a free oyster supper. The reports showed that substantial progress had been made during the past twelve months. The building and furniture, together with the lot, which cost about \$4,500, and has been held for the last two years by the Building Committee individually, this being necessary in order to obtain the funds, was turned over to the association, which now owns it, and on which there is a funded debt of only \$1,400. The Norfolk and Western Railroad Company pays the salary of the general secretary, as it also does at five other points along the line of road. The officers elected were: J. P. Bingley, president; A. L. Woody, vice-president; E. W. Payne, treasurer; R. S. Beville, recording secretary; C. W. Ellington, A. W. Bethel, S. M. Williams, and G. V. Robinett were elected directors, who, together with the hold-over directors—Dr. J. W. Bryant, C. E. Wilson, E. F. Lockett, A. L. Woody, R. S. Beville, E. W. Payne, J. P. Bingley, and Sterling Bolsseau—form the official body, with C. H. Kruse as general secretary. The policy of the Norfolk and Western Railroad lary furnished a free oyster supper. The

are away from their home influences, for which the railroad branches of the Young Men's Christian Association, in a large measure, become a good substitute.

The Ladies' Auxiliary elected for their officers: Mrs. H. Covington, president; Mrs. G. V. Robinett, vice-president; Mrs. G. V. Robinett, vice-president; Mrs. Dr. H. H. W. Crittenden, treasurer; and Miss Kate Moore, secretary.

Mrs. B. Hobbitt is quite ill, and fears are entertained as to her recovery.

Miss Louise Budd, of Blackstone, is visiting her sister, Mrs. C. S. Smithson, Miss Emma Boisseau, who has been visiting friends in Richmond and Manchester, has returned home.

HANOVER WEATHER FORECASTS.

BEAVER DAM, VA., January 16 .- (Spe-

cold month. The north wind has prevailed so far, with the exception of some four of five days. The late Edmund Winston, the father of Edmund Winston, of "South Wales," in this county, was one of the closest observers of the weather, and probably the most prosperous farmer of his day in Hanover county. I heard him say that he had been told by old people who claimed to be weather prophets that the first twelve days of January generally represented the respective corresponding months; that the wind prevailing on those days would prevail during the ensuing months, and the fact agreed with his observation. My observation, while not very accurate, generally sustains the rule. If it proves correct, both January and February will be cold months with us. The snows and freezes we have already had have not been very favorable to the farming interests. The long feed in this part of the country will barely sustain the stock, with moderate feeding. My experience with farmers only been in the mast few years. of five days. The late Edmund Winston will barely sustain the stock, with moderate feeding. My experience with farming only began in the past few years. And what has struck me with amazement is that farmers before the war, who had abundant means, were satisfied with so few improvements and conveniences. Surely slavery was a curse rather than a blessing to the ante-bellum farmer. WOULD BE PROSPEROUS.

WOULD BE PROSPEROUS.

If agricultural products were worth in the market what they were before the war our farmers would be as prosperous as any people in the world. The present prices of produce and farm labor make a mere support a vital question, and utterly preclude all posisbility of improvements. Tobacco crops do not, in this vicinity at least, pay the cost of labor and fertilizers. What wheat the farmer makes, as a general thing, is fed to his stock, as the most profitable investment he can make of it. And yet cows are selling for five, eight, ten, and fifteen dollars apiece. Horses are not much more profitable; sheep and hogs are at a discount. If the farmer can keep his head above water he is doing well in these times. With millions of acres of unoccupied and unimproved land in this country, our legislative solons I say, and so must say all who are not moneyed capitalists. I can't see how it would be if 'twas vice versa. CONGRATULATIONS.

CONGRATULATIONS.

All of his friends, who are numerous in this vicinity, extend to Dr. James H. Hatch hearty congratulations on his marriage to Miss Lou Moss, of Louisa county, which takes place to-morrow. The britle to be is the youngest daughter of Mr. Moss, who was for many years Sheriff of Louisa county, and one of its leading Democrats. Democrats.
I am glad to say that Mr. C. T. John

gotten well, under the skilful care and attention of Dr. C. James Terreil. The hand was nearly torn from the arm, and only hung by the tendons, some of which were pulled almost entirely out.

HE WAS NOT FROZEN TO DEATH. The Man So Reported Received Half Ton

of Coal the Evening Previous. ABINGDON, VA., January 16 .- (Special.) There is no truth in the report that a colored man was frozen to death here during the recent cold weather. The during the recent cold weather. The cold was intense, the thermometer registering 15 degrees below zero Sunday morning at 6 o'clock, but no one suffered. Abingdon's poor are pretty well looked after. The man in question received a half ton of coal the evening before he was reported frozen to death.

CHARLOTTESVILLE, VA., January 16.—(Special.)—Miss Katle Lee Wranek, daughter of Mr. Joseph Wranek, of this city, was married this morning to Mr. Robert B. Story, of Newsom's, Va. The ceremony took place at 10:30 o'clock in the Baptist church, and was performed by the pastor, Dr. John B. Turpin. The bride was given away by her brother. bride was given away by her brother, Mr. William H. Wranek, of Lynchburg. The best man was Mr. William J. Story, brother of the groom, and the ushers were Mr. Richard Howard, of Newsom's, and Mr. J. E. Martin, of this city. Miss Dalsy Wranek, sister of the bride, and Miss Mamie Kline acted as flower-girls, each carrying a bouquet of white roses. Immediately after the ceremony Mr. and Mrs. Story took the Chesapeake and Ohlo train for Norfolk, from thence to Portsmouth, and from that point to their home, in Southampton county, where on Friday evening they will be given a reception.

Miss Annie Darling Laid to Rest. HAMPTON, VA., January 16.—(Special.) The funeral of Miss Annie Darling took place from St. John's church on yester-day at 3 P. M. Rev. Mr. Gravatt, of Richmond, was present, and assisted in the sad ceremonies. A very large con-course of our citizens was present, and the floral tributes were very beautiful. Mr. W. S. Jones and Captain W. T. Daougherty have commenced assessing our lands.

Robins are said to be pientiful about the

Biggest Shipment of Flour.

NEWPORT NEWS, VA., January 16.—
(Special.)—One of the largest shyments
of flour that ever left this port in any one
vessel was shipped in the British steamship Wastwater to-day, for London. She
control of the beauty at 122 (60). The Chesapeake and Onio steamship Rappahannock cleared this evening for Liverpool. She has a large and valuable cargo, consisting of flour, cotton, grain, cattle, and lumber.

cording secretary; C. W. Ellington, A. W. Bethel, S. M. Williams, and G. V. Robinett were elected directors, who, together with the hold-over directors—Dr. J. W. Bryant, C. E. Wilson, E. F. Lockett, A. L. Woody, R. S. Beville, E. W. Payne, J. P. Bingley, and Sterling Boisseau—form the official body, with C. H. Kruse as general secretary. The policy of the Norfolk and Western Railroad Company in alding these associations at their different division headquarters has

Here's a pretty mess! a fine subject for Pearline. Wash the child and everything on it, with Pearline. They'll

come out absolutely pure and perfect, as far

as cleanliness is concerned. Pearline for bathing; Pearline for washing clothes; Pearline for washing everything that you'd put water to. Pearline is safe for the most delicate skin or most delicate fabric. Not only safe, but it makes a saving. There's no wearing rub, rub, rub,

or tiresome scrub, scrub, scrub. Send Peddlers and some unscrupulous grocers will tell you "this is as good as" or "the same as Pearlit Back dled, and if your grocer sends you something in place of Pearline, be honest—send it back.

[Th SaaTu]

Schaap's Bicycle "Ad."

A BOOMING WEEK---NO HARD TIMES HERE People want big value for their money and they get it with us

We enumerate a few of the bargains for this week:

20-pound No. 5 Rambler, '94 pattern

25-pound No. 6 Rambler, '94 pattern

25-pound Model B Rambler, "Ladies" wheel

25-pound Model C Rambler, "Ladies" wheel

25-pound Model No. 7 Rambler, Gentleman's wheel

26-pound Model No. 7 Rambler, Gentleman's wheel

27 These are brand-new Wheels, but we are closing them out at these figures, as we expect '95 models daily. Speak quick, or you will miss the chance.

Those if full-size Ladies' Wheels are selling like hot cakes. Why shouldn't they, when the closest competition we have ask 25.

That Boys' Wheel at 25, and the Misses' at the same bring 30 in New York. We save you a 5 bill here, and they are perfect beauties. Tuition free in our private school.

'Phone 25 for our "Bicycle Ambulance."

SEABOARD AIR-LINE. SCHEDULE IN EFFECT SUNDAY, DE-CEMBER 2, 1894.

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Daily, Ar. Charlotte 10:00 A.M. 16:00 P.M. . 1 3:35 P.M. 11 29 A.M

No. 78, Mail and Express, 6:35 P. M.,
daily.
For tickets, Pullman reservations, &c.,
apply to H. D. Owen, Ticket Agent, ByrdStreet station: Richmond Transfer Company's Office, 836 east Main street, and Company's Office, 836 east Main street, and Company's Office, 836 east Main street,
General Manager,
T. J. ANDERSON,
General Passenger Agent,
H. M. BOYKIN, City Passenger Agent,
836 east Main street.

de 23

N. W. Norfolk: Western R.R. SCHEDULE IN EFFECT NOVEMBER

SCHEDULE IN EFFECT NOVEMBER 18, 1894.

LEAVE RICHMOND, BYRD-STREET STATION.

9:00 A. M. Dally-Richmond and Norfolk VESTBULE LIMITED—Arrive Norfolk IL25 A. M. Stops only at Petersburg. Waverly, and Suffolk. Second-class tickets not accepted for passage on this train.

9:05 A. M. Dally, "THE CHICAGO EXPRESS," for Lynchburg. Roanoke Buefield, Pocahontas, Kenova, Columbus, and Chicago. Pullman Buffet Sleeper Roanoke to Columbus without change; also for Radford Bristol, Knoxville, Chattanooga, and intermediate points. Pullman sleeper Radford to Chattanooga.

Dally, for Norfolk, Suffolk, and intermediate stations. Arrive Norfolk 8:40 P. M. Dally, for Roanoke, Radford, Pulnski, and Bristol. Connects at Roanoke with Washington and Chattanooga Limited. Pullman Sleepers Roanoke to Memphis and New Orleans. Dining-car attached. Also, for Buefeld and Pocahontas; also for Rocky Mount and all stations Winston-Salem Division.

Rocky Mount and all stations
Winston-Salem Division.
PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG
ready for occupancy at 9 P. M.; also
Pullman Sleeper Petersburg to Roanoke.
Trains arrive Richmond from Lynchburg and the West daily 6:40 A. M. and
7:09 P. M. From Norfolk and the East,
11:05 A. M., and Vestibuled Limited, 7:09
P. M. R. W. COURTNEY,
District Passenger Agent,
General Passenger Agent,
General Office: Roanoko, Va. ja 5

A TLANTIC-COAST LINE,

JANUARY 8, 1825.

TRAINS LEAVE RICHMOND:

9:00 A. M., Arrive Petersburg 9:31 A. M.,
Norfolk II:25 A. M. Stops only
at Petersburg, Waverly, and
Suffolk Va.

9:05 A. M., Arrives Petersburg 9:50 A. M.,
Weldon II:18 A. M., Fayetteville 4:30 P. M., Charleston
II:13 P. M., Savannah I:19 A.
M., Jacksonville 7:00 A. M.
Connects at Wilson with No.
47. arriving Goldsboro' 3:05 P.
M., Wilmington 5:45 P. M.
Pullman Sleeper New York to
Port Tampa.

2:55 P. M., Local, arrives Petersburg 3:42
P. M. Makes all stops.
5:10 P. M., Arrives Petersburg 5:55 P. M.,
Norfolk 8:40 P. M. Makes all
stops.

7:13 P. M. Arrives Petersburg 3:46 P. M. TRAINS LEAVE RICHMOND

stops., Arrives Petersburg 7:46 P. M., Weldon 9:27 P. M., Fayette-ville 12:33 A. M., Charleston 6:10 A. M., Savannah 7:25 A. M., Jacksonville 12:30 P. M. NEW LINE TO MIDDLE GEORGIA POINTS.—Arriving Aiken 7:36 A. M., Augusta 8 A. M., Macon II:30 A. M., Atlanta 12:15 P. M. Pullman Sleeper New York to Charleston, St. Augustine, Port Tampa, Aiken, Augusta, and Macon.

pa, Aiken, Augusta, and Macon, Augusta, ard Macon, Burkeville 2:41 A. M., Lynchburg 4:35 A. M., Roanoke 6:35 A. M., Bristol 11:59 A. M. Pullman Sieeper Richmond to Lynchburg.

12:33 A. M., Arrives Petersburg 1:05 A. M., Weldon 2:48 A. M., Henderson 4:04 A. M., Racagh 5:17 A. M., Elberton 2:04 P. M., Atianta 5:39 P. M. Pullman Sieeper Washington to Atlanta.

TRAINS ARRIVE RICHMOND:
2:40 A. M., From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and Weldon.
6:40 A. M., Atlanta, Athens, and Baleigh.
8:25 A. M., Lynchburg and the West.
1:55 P. M. Jacksonville, Savannah, Jacksonville, Savannah, Jacksonville, Savannah, Jacksonville, Savannah, Macon, Augusta, Allanta, Athens, And Patersburg.

6:35 P. M., Jacksonville, Savannah, Charleston, Wilmington, Golds-boro', and Weldon, 7:00 P. M., Norfolk, Suffolk, Waverly, and Petersburg.

8:20 P. M., Lynchburg and the West.

J. R. KENLY.

T. M. EMERSON.
Traffic Manage J. R. KENLY, Tra General Manager,

SOUTHERN RAILWAY (PIEDMONT AIR-LINE). CONDENSED SCHEDULE.

IN EFFECT JANUARY 6, 1836. TRAINS LEAVE RICHMOND, VA. 2:35 A. M., SOUTHERN EXPRESS, dally

SOUTHERN EXPRESS, daily for Danville, Greensboro, Winston-Salem, Sieepers Richmond, Va., to Danville and Sallsbury. Connects with the Florida Limited (No. 33), carrying sleepers to Augusta, Jacksonville, Tampa, and St. Augustine, and with the Washington and Southwestern Vestibuled Limited (No. 37), carrying sleepers Danville to Asheville and Hot Springs, Atlanta. Birmingham, Memphis, and New Orleans Connections made at Memphis and New Orleans Connections and California. Richmond passengers can remain in sleeper and change at Sallsbury at 7:30 A. M. Sleeper open for passengers and remain in sleeper and change at Sallsbury at 7:30 A. M. Sleeper open for passengers and at July, for Atlanta and points South. Connects at Moseley with Farmville and Powhatan rall-road; at Keysville for Ciarksville, Oxford, Henderson, and Durham, and at Greensboro for Durham, and at Greensboro for Durham, Raleigh, and Winston-Salem. Carries sleepers New York to Jacksonville. Parlor-Car Atlanta to Birmingham.
LOCAL, daily, except Sunday, for Keysville and intermediate points.
ARRIVE AT RICHMOND:

TRAINS ARRIVE AT RICHMOND : 6:45 A. M., From Atlanta and Jackson-ville.

YORK-RIVER LINE, VIA WEST POINT. THE FAVORITE ROUTE NORTH. LEAVE RICHMOND.

TRAIN No. 10, 3:20 P. M.
LOCAL EXPRESS, daily. Stops at all stations. At Lester Manor connects with stage for Walkerton; also, at West Point with York-river steamers for Baitimore. Steamers leave Baltimore at 4 P. M., and West Point 5:30 P. M., daily, except Sunday. mond at 10:40 A. M., daily, and at 8:30 P.
M., daily, except Sunday.

TRAIN No. 44, 6:45 A. M.

LOCAL MIXED, daily, except Sunday, leaves Twenty-third street for West Point and intermediate points.

Ticket-office at station, foot of Virginia street, Open from 3:00 A. M. to 8:00 P. M. and from 9:00 P. M. to 12:30 A. M.
J. M. CULP.

W. A. TURK,
TRAING Manager, General Pass, Agt.
W. H. GREEN, General Manager,
J. S. B. THOMPSON, Superintendent,
JOHN M. BRALL, Travelling Passenger Agent, 820 cast Main street, Richmond, Va.

6 8

RICHMOND, PREDERICKSBURG standard time:

ton.

New York and Florida Special, leaves Byrd-Street Station daily, except Monday, Arrives Washington 11:39 A. M., Baltimore 12:25 P. M., Philadelphia 2:35 P. M., New York 5:23 P. M., No extra fare other than regular Pullman charges.

5:23 P. M. No extra fare other than regular Pullman charges, Leaves Byrd Street Station daily, except Sunday. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Arrives at Washington at 3:30 P. M. Philadelphia, 7:49 P. M.; New York, 19:38 P. M. Also, connects with Congressional Limited, arriving Battimore 4:54 P. M., and New York 395 P. M. Buffot-Parlor-car to Washington to Philadelphia, Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, Stops at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Stops at Widewater, Stops at Other stations on Sundays. Arrives at Washington at 11:10 P. M.; Stops at Widewater, Stops at Other stations on Sundays. Arrives at Washington at 11:10 P. M.; Stops at Widewater, Brooke, and Millord, Stops at Widewater, Brooke, and Widewater, Stops at Widewater, Brooke, and Widewater, Stops at Widewater, Brooke, and Arrives at Byrd-Street Station Arrives at Byrd-Street Station at 13:30 A. M.

FREDERICKSBURG ACCOMODA-DAILY EXCEPT SUNDAY. 4:00 P. M. Leaves Byrd-Street Station, Arrives at Fredericksburg a 6:49 P. M. 8:30 A. M. Arrives at Byrd-Street Station Leaves Fredericksburg 6:09 A

ASHLAND TRAINS. ASHLAND TRAINS,
DAILY EXCEPT SUNDAY,
6:42 A. M. Leaves Elba. Arrives at Ash
land at 7:24 A. M.
6:20 P. M. Leaves Elba. Arrives at Ash
land at 7:12 P. M.
6:40 A. M. Arrives at Elba. Leaves Ash
land at 6:20 A. M.
6:34 P. M. Arrives at Elba. Leaves Ash
land at 5:18 P. M.
C. A. TAYLOR, Traffic Manager,
E. T. D. MYERS, Gen'l Sup't. ja 5

CHESAPEAKE OHIO RAILWAY

EFFECTIVE JANUARY 7, 1935.
TRAINS LEAVE RICHMOND, BROAD-STREET STATION.
8:50 A. M. Daly, with Pullman, for Norfolk, Portsmouth, Old Point, Newport News, and local stations. Point, Newport News, and lo-cal stations.

3:00 P. M. Daily, with Parlor-par, for local stations, Newport News, Old Point, Norfolk, and Ports-mouth.

8:20 A. M. Lecal train, except Sunday, for Ciliton Porge, Connects at

STATION.

8:45 A. M. Daily, for Lynchburg and GRIton Forge, Connects at Bromo, except Sunday, for Rosney; at Lynchburg, daily, with
Norfolk and Western for the
Southwest, and with Southeral
Railway for North and South;
at Balcong, daily, for Lexinaton, and at W. Clifton Ferre
with main line for Cincinnati.

4:40 P. M. Except Sanday, local accumulation for Columbia.

TRAINS ARRIVE AT RICHMOND,
BROAD-STREET STATION.

8-20 A. M. Daily, from Cincinnati.

8:20 A. M. Dally, from Cincinnati, 11:30 A. M. Dally, from Norfolk and O'c Point.

2:29 P. M. Daily, from Cincinnati and Louisville.

6:50 P. M. Daily, from Norfolk and Old Foint.

8:00 P. M. Except Sunday, from Clifton Force. TRAINS ARRIVE EIGHTH-STREET 8:45 A. M. Except Sunday, from Colum

6:00 P. M. Dally, from Lynchburg, Lea ington, Va., and Cliffon Forg JOHN D. POTTS. Division Passenger Agent. DEPARTURE OF STEAMERS. PHILADELPHIA, RICH-

STEAMSHIP COMPANY. Appointed sailing days: Every TUES-DAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A. M.

Freight for Tuesday's and Friday's steamers received till sailing hour for Sunday's steamer till 5 P. M. Savarday. Freight received daily until 5 P. M. Fare, 36.

For further information apply to J. W. McCARRICK, General Southers Agent of the Received W. P. CLYDE & CO., in 5 General Agents, Philadelphia.

LINE to Sortons, Portsmouth, old Penal.
Newport News, Carsemouth, old Penal.
Newport News, Carsemouth, old Penal.
Newport News, Carsemont, and Jamesriver landings, and connecting at old
Point and Norfolk for Washington, Bailsmore, and the North.
STEAMER POCAHONTAS LEAVES
MONDAY, WEDNESDAY, AND
FRIDAY AT 7. A.M.
Electric-cars direct to wharf. Fare only
\$1.50 and R to Norfolk, Portsmouth, old
Point, and Newport News. Music by a
Grand Orchestrion.
Freight received daily for above-named
places and all points in Eastern Virginia
and North Carolina.

IRVIN WEISIGER.
Supported the

EDWARD E. BARNET General Offices: Planters' Bank bi OLD DOMINION STEAMSHIP COMPANE

TRI-WEERLY LINE FOR MS
YORK

Steamers leave Richment
EVERY TUESDAY, WEDNESS
DAY and PRIDAY at 5 o'clock P M.
Manifest closed one hour before sailing time.
Steamers leave New York from Per &
North river, for Richmond every MONDAY, WEDNESDAY, and SATURDAY,
P. M.

DAY, WEDNESDAY, and SATU-3 P. M.
Passenger accommodations unsurpassed.
Cabin fare to New York dischailing
meals and berth) via James river.
Richmond and Petersburg railroad, and Chesapeake and Ohio
railway
Round-trip tickets, good for thirty
days.

BOOK AND JOB WORK NEATLY DISPARCE PRINT

GEO. W. ALLEN & CO. Agenta No. 1301 Main street

York.

Freight received daily until 5 P. M. MONPassengers leaving Richmond on DAYS.

TUESDAYS.

HURSDAYS, and SATURDAYS by the Mean peaks and Ohio railway he Richmond and Petersburg Railway he Richmond and Norfolk with steamer leaving loose days.

Leaves Washington at 4:39 A.

M. Arrives Byrd - Street Station daily, except Sunday. Stops at local stations and Elba.
Leaves Washington at 10:37 A.
M. Buffet - Parlor - car from Washington.
6:53 P. M. Arrives at Byrd-Street Station daily. Stops only at Fredericksburk. Doswell, and Ashland. Pullman-cars from New York and Washington. Leaves Washington at 2:39 P. M. Does not stop at Elba.

12:25 A. M. Arrives at Byrd-Street Station daily. This is the famous Constressional Limited from New York to Washington is leaving New York to Washington 1:40 P. M. Stops at Elba and principal local stations.

FREDERICKSBURG ACCOMODA-